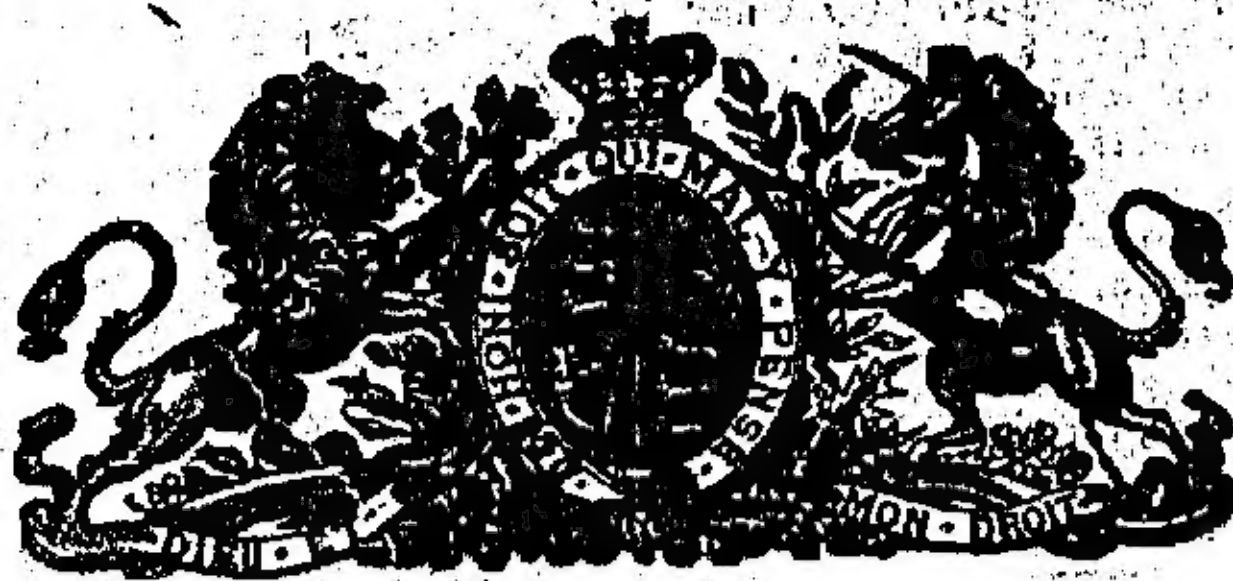


CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4669. 號一廿月六年八十七百八千一英

HONGKONG, FRIDAY, JUNE 21, 1878.

日一廿月五年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSEN, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WILD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HEINSEN & Co., Manila.

CHINA.—Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICKOLLS & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co. and KERRY & WALKER, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SASSOON, Esq. Deputy Chairman—W. H. FORBES, Esq. E. R. BELLISS, Esq. ADAM LIND, Esq. H. L. DALRYMPLE, Esq. WILHELM REINERS, Esq. H. ROFFIUS, Esq. W. S. YOUNG, Esq. Hon. W. KENNEDY.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.

London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business. Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 25th June, 1878, at 11 o'clock a.m. precisely, at the Godowns of Messrs NORRIS & Co, Duddell Street,—

An Invoice of Assorted PRINTING TYPES, BORDERS, LEADS, &c.; also a Lot of PRINTING, CARTRIDGE, LETTER, FOOLSCAP, and NOTE PAPER, and ENVELOPES.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

HUGHES & LEGGE, Auctioneers.

Hongkong, June 6, 1878.

For Sale.

LAMBERT, ATKINSON & CO.

HAVE FOR SALE.

VEYRON'S FRENCH COFFEE MACHINES, Assorted Sizes, New System, with Automatic Lamp. COFFEE ROASTERS, and COFFEE MILLS. SETS OF GARDENING UTENSILS. GENTS' TOOL CHESTS. MASSEY'S PATENT LOGS. METALLIC MEASURING TAPES, in strong Leather Cases. SPIRIT LEVELS. HAMMERS. DOG COLLARS and CHAINS. SAILORS' SEWING and ROPING PALMS. COPPER SIGNAL LAMPS, & MAST-HEAD LAMPS, fitted with Dioptric Lenses according to the latest Admiralty regulations. DIOPTRIC LENSES for Signal Lamps. PORTHOLE GLASSES, assorted sizes.

BOOKS.

TRAVELLER'S GUIDE BOOKS. LETT'S DIARIES, for 1878. NOVELS. SCHOOL BOOKS. WORKS OF REFERENCE and GIFT BOOKS. SHEET MUSIC and SONGS.

IMPERIAL TRACING PAPER. RODGERS' CELEBRATED CUTLERY. MAPPIN BROS.'S SCISSORS. MANIFOLD WRITERS. LETTER SCALES. STATIONERY OF ALL KINDS. BROWN WRAPPING PAPER. CARD-BOARD, Assorted Colours. DATE RACKS. INVOICE FILES. QUILL PEN-MAKING MACHINES. UNDERWOOD'S BLACK WRITING INK. MAUVE INK. MAYNARD & NOYES' WRITING and COPYING INK. MUCLAGE, &c., &c.

KELLY & WALSH'S

CELEBRATED SMOKING MIXTURE,

and

HAPPY THOUGHT TOBACCO.

Very Fine MANILA CIGARS, CIGARETTES, &c., &c.

BARCLAY & PERKINS' PORTER, in Hhds. and Kilderkins.

Finest CHERBOURG BUTTER, in Bottles.

Hongkong, May 6, 1878.

MacEWEN, FRICKEL & Co.

FOR SALE.

EX RECENT ARRIVALS.

HUBBUCK'S White Zinc Paints. White Lead. Red Lead. Venetian Red. Green Paint. Black Paint. Brown Oxide. Yellow Paint.

HUBBUCK'S PALE BOILED LINSSEED OIL.

In 5 Gallon Drums and Barrels.

VARNISHES—Opal.

Black and Bright.

CORDAGE—Europe Rope. Bolt Rope. Houseline. Marline. Hamburline. Ratline. Spun yarn. Signal Halliards.

BUNTING—All Colours.

HEMP Seaming Twine. Hemp Roping Twine. Cotton Twine.

HENRY'S CANVAS.

COTTON DUCK, Nos. 1 to 8.

COTTON RAVENS, 8, 10 and 12 oz.

RUTHERFORD'S ALL LONG FLAX AND NAVY BOILED CANVAS.

ASH OARS, 14, 16, 18, and 17 feet long.

ENGINE PACKING (TUCKS ROUND), ALL SIZES.

CANVAS INSERTION. PURE GUM.

Hongkong, June 18, 1878.

C O A L.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co.

Hongkong, December 3, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN ERREN, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KERRY & WALKER, Shanghai.

Hongkong, March 1, 1878.

For Sale.

EX LATE ARRIVALS.

DRAWING PAPER. FARINA'S EAU DE COLOGNE. TRACING PAPER and CLOTH. QUININE. RED INK for STEEL PENS. BASS'S ALE and GUINNESS'S STOUT, bottled by Foster. PRICKLY HEAT SOAP. SUMMER SOCKS. LAWN TENNIS BATS and BALLS. NEW SHIRTS and COLLARS. GRAPHS COPIERS. STUDENT'S DICTIONARIES. PEN-MAKING MACHINES. CARBOLIC ACID. NEW PLAYING CARDS. IRIDESCENT FLOWER VASES. IRIDESCENT SPECIMEN GLASSES. FLOWER TROUGHS. ELECTRO-PLATED WARE. AMERICAN ICE PITCHERS. TABLE CUTLERY. GOLD LEAF TOBACCO. THE NEW LIFE JACKET. G. B. D. PIPES. IRISH CONSTABULARY REVOLVERS.

LANE, CRAWFORD & Co.

Hongkong, June 13, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 6, 10, and 15 lbs. Leaves).

Unt and Powdered LOAF SUGAR. CUBE SUGAR (Ips's Patent). CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 IIII*.

Fine WHITE SUGAR, mark C. S. R. (in diamond) 4 IIII*.

Medium WHITE SUGAR, mark C. S. R. (in diamond) 4 II*.

Fine YELLOW SUGAR, mark C. S. R. (in diamond) 4 II*.

COFFEE SUGAR, mark C. S. R. (in diamond) 4 II*.

GOLDEN SYRUP, SYRUP, and MOLASSES.

SEPIRITS OF WINE and LAMP SPIRIT. RUM, 45°, 50°, 60°, 70°, and 80°. ANIMAL CHARCOAL and DUST. ARMONIAC LIQUOR, from Bones. BONE TAR (a preventive of white ants). ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER, CHINA SUGAR REFINING CO., LIMITED, East Point, Hongkong.

March 5, 1878.

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr S. J. DAVID in our Firm at this Port, and in China, CEASED on the 31st December, 1875.

E. D. SASSOON & Co.

Hongkong, June 14, 1878.

NOTICE.

THE Interest and Responsibility of Mr ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, June 13, 1878.

NOTICE.

THE Interest and Responsibility of Mr EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.

China, March 8, 1878.

NOTICE.

THE Interest and Responsibility of Mr THOMAS MERCIER in our Firm CEASED on 31st December last.

THOMAS & MERCIER.

Canton, May 23, 1878.

NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASED on the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHU, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM.

Lessee of the Hongkong Chinese Mail, Hongkong, April 6, 1878.

FOR SALE.

TASMANIAN APPLES AND PEARS.

LANE, CRAWFORD & Co.

Hongkong, June 17, 1878.

FOR SALE.

COKE and TAR in Quantities to suit Purchasers, at CHEAP RATES.

Apply to GAS COMPANY, West Point.

Hongkong, June 19, 1878.

FOR SALE, FREIGHT OR CHARTER.

THE 90 A 1 BRITISH STEAMSHIP "ARGENTINO," 915 Tons Register (1425 Tons Gross). For Particulars, apply to the Captain on Board.

Hongkong, June 4, 1878.

WASHING BOOKS.

(In English and Chinese.) WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL Office.

Intimations.

DENTAL NOTICE.

D. R. ROGERS begs to intimate to his Friends that he is about to visit SHANGHAI, and will be absent from Hongkong from April 1st to June 15th.

Hongkong, March 4, 1878.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President. J. W. ALEXANDER, Vice-President. SAMUEL BOBROW, Secretary. A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE,

120, BROADWAY, NEW YORK.

Assets.....\$31,700,000 Surplus.....\$ 5,500,000

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to Accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to

OLYPHANT & Co., Agents.

Hongkong, January 21, 1878.

DEVOS'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our package. Suits at law have been instituted against the IMITATORS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS'S BRILLIANT" are stencilled on the cases, and the words "DEVOS ET Fils CO. PATENTS" are stamped on the top of the can.

THE DEVOS MANUFACTURING Co., 80 Beaver and 127 Pearl Streets, [N.Y.] NEW YORK, U. S. A.

Intimations.

BALL'S NECTAR CORDIAL, MADE FROM HERBS, A STIMULANT AND APPETIZER.

WHOLESALE AGENTS FOR GREAT BRITAIN: MESSRS. GEO. OURLING & Co., St. Mary Axe, London.

W. BALL, China Dispensary, Hongkong.

June 20, 1878.

CONSULADO DE ESPAÑA.

HASTA el día 30 del corriente a las 12 del medio día se recibirán en este Consulado, por pliegos sellados proposiciones para la subasta de las OBRAS DE REPARACIONES que hay que ejecutar en el Transporte de Guerra Español "MARQUES DE LA VICTORIA." En la Cancillería de este Consulado está de manifiesto el detalle de las Obras y el pliego de Condiciones para la subasta.

EDUARDO TODA.

Hongkong, 20 de Junio de 1878.

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 19th to the 28th instant, both days inclusive.

THOS. D. C. PARKER, Acting Manager.

Hongkong, June 4, 1878.

THE CHINESE INSURANCE CO., LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 30th instant, both days inclusive.

By Order of the Board of Directors, OLYPHANT & Co., General Agents.

Hongkong, June 10, 1878.

NOTICE.

LANE, CRAWFORD & Co. are prepared to SUPPLY FAMILIES and SHIPS with the SUGARS MANUFACTURED by the ORIENTAL SUGAR REFINERY.

Hongkong, June 18, 1878.

IMPERIAL GERMAN CONSULATE, HONGKONG, JUNE, 1878.

TENDERS are invited for the Supply of STORES, PROVISIONS and MATERIAL to the Vessels of the IMPERIAL GERMAN NAVY calling at Hongkong during the period of One Year, beginning on the 1st October, 1878, and ending on the 30th September, 1879.

For Particulars and Forms of Tenders apply at the Office of this Consulate to the Secretary, Mr LOUIS HAUSCHILD, between the Hours of 7 and 10 in the Morning.

J. v. SODEN, Consul.

June 25.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW. The Steamship "YESSO," Capt. S. ARSTON, will be despatched for the above Ports on SUNDAY, the 23rd instant, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAFFRAIE & Co.

Hongkong, June 19, 1878.

FOR SINGAPORE AND PENANG.

The British Steamship "BENLEDI," Captain DUCHANAN, will load here for the above Ports, and will leave this on TUESDAY, the 25th instant, at 4 p.m.

For Freight or Passage, apply to HOP KEE.

Hongkong, June 20, 1878.

MONTHLY SERVICE.

FOR COOKTOWN, SYDNEY AND MELBOURNE. (Calling at PORT DARWIN if sufficient inducement offers).

taking Cargo and Passengers for all Australian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Australasian Steam Navigation Co.'s Steamship "OCEAN," R. EDMONDSON, Commander, will load at COOCHOW and THIS as above, receiving despatch hence on or about the 25th instant.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.

Hongkong, June 13, 1878.

FOR LONDON.

The Steamship "CALDERA," ROBERT BAYNE WILLIAMS, Commander, will be despatched as above on or about the 15th July.

The "Caldera" has good Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, June 8, 1878.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANAI," Commandant DE LA MACQUELLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUET, Agent.

Hongkong, June 15, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE," Commandant NOMBREUX, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUET, Agent.

Hongkong, June 15, 1878.

Sailing Vessels.

FOR SAN FRANCISCO.

The A 1 American Ship "WANDERING JEW," TALLEY, Master, will load here for the above Port, and will be despatched on SATURDAY, the 29th inst.

For

NOTICES TO CONSIGNEES.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship *GAELIC*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

G. B. EMORY, Agent.

Hongkong, June 20, 1878. j627

BRITISH BARK *HYLTON CASTLE*, FROM GLASGOW.

CONSIGNEES of Cargo by the above named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, May 30, 1878.

NOTICE TO CONSIGNEES. THE BRITISH SHIP *LODORE*, FROM LONDON.

CONSIGNEES of Cargo by the above named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantees for Contribution to General Average.

MEYER & Co., Agents.

Hongkong, June 19, 1878. j626

NOTICE TO CONSIGNEES. THE GERMAN BARK *MINNA*, FROM LONDON.

CONSIGNEES of Cargo by the above named Vessel are requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantees for Contribution to General Average.

MEYER & Co., Agents.

Hongkong, June 17, 1878. j625

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUY, Agent.

Ex "Yangtze".

SP (in triangle) Order, 100 bags from Sharp Sticks, &c., Madras.

Ex "Ava".

M & C 1/2 Messrs Millard & Co., from M 2 cases Hams, &c., London.

FH 2 Order, 1 case Cashmere, from Marseilles.

JARG Order, 6 bales Cotton, from Galle, Malacca.

Hongkong, June 16, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

AMERICA, British steamer, Captain J. Graham—Birley & Co.

ANNIE LOWRY, British barque, Captain B. Gales—Barnes & Co., Limited.

Wm. H. DUTZ, American 3-m. schooner, Captain L. B. Endicott—Meyer & Co.

MARTELL BROUILLON, German barque, Captain Kluth—Meyer & Co.

JEAN PIERRE, French barque, Captain Legasse—Carlowitz & Co.

TYSBANT, British barque, Capt. Robert Goldie—Olyphant & Co.

HINDOON, British ship, Captain Joshua Belyea—P. & O. S. N. Co.

To-day's Advertisements.

TO LET.

IN the Houses on MARINE LOT 55, formerly known as the Blue House, situated on Fraya East—

HOUSE No. 2, Fraya East. The basement, together with First Floor, or separate if desired, with possession on the 1st July.

HOUSE No. 3, Fraya East. The whole House or in Flats, with possession on the 1st of August.

The Dwelling House to the Eastward of Flats at Wanchai. May be had as an entire Dwelling or in Apartments of two or three Rooms to suit convenience, with immediate possession. Fine spacious Verandah looking on to Harbour.

TO LET.

THREE OLD GRANITE GODOWNS, attached to Blue House at Wanchai, Marine Lot 55.

For particulars, apply to MEYER & Co., Hongkong, June 14, 1878.

To-day's Advertisements.

IMPORTANT NOTICE.

D. B. DAVE CARSON

THREE EXTRA PROFESSIONAL VISITS

PREVIOUS TO HIS DEPARTURE

FROM THE FLOWERY LAND.

CONSULTATIONS

will be held on or about the Nights of MONDAY, 24th, WEDNESDAY, 26th, and FRIDAY, 28th Instant.

"LAUGH AND GROW FAT." "THROW PHYSIO TO THE DOGS!"

TRY CARSON'S COMPOUND COMICOONIA.

The new and unfailing remedy for Lowness of Spirits, Depression, &c., highly recommended by the Press, and tried by thousands with invariable success.

PERFECT CURES.—TESTIMONIALS.

MALOO, 25th April, 1878.

DEAR SIR,—A deep sense of gratitude will ever pervade my bosom. All the year I was sorely troubled with a nervous headache, which was followed by pain in the head, loss of the hair, &c. Having heard of your Comicoonia I took a box, and I and my household are now in excellent health. I've much pleasure in recommending it. Yours gratefully, NUSSEZ CARDON.

"Grey Brick Hotel," Sookhow Creek, Mrs. Victoria Guelph, Sole Proprietress, 1st January, 1878.

OR I SEE.—The debt I owe you can never be repaid. I feel it a duty to let my fellow creatures know how speedily they can be relieved from their sufferings. My children (four boys and six girls, all under 12) have been home for the holidays, and their shrieking, yelling, and shouting for your Comicoonia was unbearable. In desperation I tried it for them all, and peace and contentment now bless my dwelling. Wishing you all the success you are sure to receive, and a Happy New Year. I am yours, A GRATEFUL PARENT, P.S.—The boys have dressed the baby up as the Bengalee Baboo—but no matter, 'They are young.'

"The New Paid Rooms," Shanghai Hospital, 24th April, 1878.

KIND BENEFACITOR.—I was once a blighted wretch, melancholy had marked me (with Carson's Anti-corrosive Paint) as his own. One dose of the other Carson's Comicoonia has split the sides of, A PERFECT CURE.

OPINIONS OF THE PRESS.

"If you have a large family—take it."—*Bengal Gnat.*

"Send for a box instantly."—*Calcutta Chaffer.*

"Don't delay, or it will be gone."—*Bombay Bicycle.*

"Try it, you won't regret."—*Madras Medier.*

"No home should be without it."—*Shanghai Slogger.*

"Recommended to families."—*Professor Money Williams.*

"The very thing for low spirits."—*Oeylen Hornet.*

"An excellent substitute for butter."—*Dave Carson.*

"Patronised by The British Queen."—*Yokohama Jurg.*

Can be taken any Evening. Quite safe for the most delicate Ladies and Children. Prepared only by Professor Carson—at home—as above from the 9 till 11 o'clock. N.B.—Beware of Spurious and Worthless Imitations.

THE FIRST OPPORTUNITY.

AMATEUR THEATRICALS.

THE AMATEURS OF THE BAND

will give a Performance in the GARRISON THEATRE,

Wednesday, and Thursday,

the 26th, and 27th Instant, 1878.

A Farcical Comedy in Two Acts, by A. HALLIDAY, Esq. Entitled:

"CHECKMATE."

Interlude, by J. R. WALKER, Esq. Entitled:

BURGOINASTRE DE ZAANDAM.

Farce in One Act, by C. A. SCHWARTZ, Esq. Entitled:

"A Day after the Fair."

PRICES OF ADMISSION:

Reserved Seats, \$1.

Front Do. 50 Cents.

Back Do. 25 Do.

Punkahs will be in motion.

Doors Open at 8.30, to Commence at 9 P.M.

Manager, D. WISHART.

Hongkong, June 21, 1878. j623

SHIPPING.

ARRIVALS.

June 20, *Norns*, British steamer, 606, Walker, Swatow June 18, General—Kwong.

June 20, *Hindostan*, British ship, 1847, Joshua Belyea, Cardiff Feb. 19, Coal—P. & O. S. N. Co.

June 21, *Northern Star*, British barque, 827, Worley, Newchwang June 1, Bann.

and Pass.—CHINESE.

June 21, *Alcortan*, British steamer, 1089, Darnall, Kaelung June 17, Coal—MERRIS & Co.

June 21, *Hedvig*, German barque, 815, Th. Warnken, Cardiff Feb. 12, Coal—MERRIS & Co.

June 21, *Orizaba*, British steamer, 640, A. R. White, Singapore June 14, General.

June 19, *Yess*, British steamer, 550, S. Ashby, Swatow June 18, Amoy 19, and Swatow 20, General—DOUGLAS & Co.

June 19, *Yess*, British steamer, 550, S. Ashby, Swatow June 18, Amoy 19, and Swatow 20, General—DOUGLAS & Co.

June 19, *Yess*, British steamer, 550, S. Ashby, Swatow June 18, Amoy 19, and Swatow 20, General—DOUGLAS & Co.

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custody and imprisoned, but the head man it was found was under the protection of the American firm. Mr Lincoln is credited with the emission of some serious vapouring at this critical stage of the operations, about the invariability or otherwise of every house on Shumac, previous to the liberation of these native depots. But that is unimportant. The air of suspicion got older round the scheme—it was said that the agents had gone to the village and induced many labourers to come to the depot, that clothes and money had been supplied to them, that the depreciated paper money of the Peruvian currency had been represented to them as dollars, and that receipts or passage-tickets had been issued to them erroneously stating that a certain sum had been received as passage money. An examination of these labourers, candidates for emigration, was therefore decided upon; and the efficient services of the Commissioner of Customs (Mr McLeavy Brown) were called into requisition. While this business was being carried out, and some of the surmises above given were apparently confirmed, several of the labourers came forward, threw down their tickets, and saying that they thought there was something wrong about the affair, refused to proceed in the ship. These circumstances did not tally with the repeated and doubtless well-meant assurances given by Messrs Olyphant & their Consul that the emigration was to be a strictly free bond *vide* and passenger emigration. The Chinese authorities freely admitted that the system was very different from that formerly carried on at Macao;—said that it was a peculiar emigration, which they had no means of regulating but by the Regulations of the Convention of 1866;—and that if they permitted the labourers to go other than "at their own expense," they would incur grave responsibility.

This, roughly speaking, is a fair sketch of the present collapse of the Peruvian affair, and I cannot help thinking that it was due to some measure to the indiscretion first of the American firm who are agents for the Company. Probably the attitude of the Great Powers—notably Mr Pops Hennessey and Lord Carnarvon's despatch—may have had something to do with the failure to launch the system. But had as much discretion been exercised in this matter in Canton as was shown in Peking in 1876, I fancy that the desires of Messrs Olyphant & Co. to make money, and to do it honestly by shipping cargo and labourers to Peru, would have now been nearer realization than they at present seem to be.

Police Intelligence.

(Before Both Magistrates.)
June 21, 1878.

DARING ATTEMPT AT ROBBERY.

Wong Ahwai, a carpenter, was charged as follows:—Captain W. Waring, sworn, stated that he was master of the S.S. *Gordon Castle* and expected to leave the harbour to-day and there was no certainty of a speedy return. Between 4 and 5 p.m. yesterday he was in company with Captain Hyde of the S.S. *Peru*, standing on the footpath of the Queen's Road, looking into the window of a curiosity shop, when a Chinaman suddenly pushed against him, and he saw the hand of the man being withdrawn from the breast-pocket of his coat. He noticed a roll of notes in the man's hand (\$78 altogether), which roll of notes witness had in his pocket a minute or two previously when making a purchase in a shop near to the curiosity shop. Witness immediately sprang at the man and seized hold of him by his jacket. The prisoner is that man. Witness continued:—The prisoner dropped the roll of notes on the ground, and I picked them up with one hand, the same notes now in Court, whilst I held on to the prisoner with the other. The prisoner contrived to shuffle himself out of his jacket, and I then seized hold of him by the neck. He resisted with great violence and it was only by the assistance of Captain Hyde that he was secured. A Parsee gentleman called a constable, the same in Court, (points out Sikh constable 345) and prisoner was taken to the Station. In reply to the prisoner witness stated "You were sitting down smoking a cigar, and I did not jostle against you. I did not drop the notes from my pocket and they fell just in front of you."

Captain Hyde gave corroborative evidence. He said the prisoner struggled very hard to get away and he (witness) caught him by the queue. It was with great difficulty he was held until the arrival of the constable.

The defendant in defence said he was sitting on the pathway smoking when the first witness passed and knocked against him, and a roll of notes fell to the ground near him. The first witness then caught hold of him and gave him into custody.

The defendant was identified as having been twice previously convicted of larceny. The Magistrates sentenced him to 2 years imprisonment with hard labour.

(Before C. V. O'neill, Esq.)

DRUNKENNESS.

W. White, Marine H.M.S. *Shannon*, was fined 50 cents for being drunk and disorderly.

Marine Court.

(Before J. P. McEuen, Esq., Acting Marine Magistrate.)
June 20, 1878.

REBIDUS CHARGE AGAINST THE CAPTAIN OF THE BRITISH BARQUE "PER ARDUA." At the Marine Court yesterday Captain Alexander Taggart, master of the British barque *Per Ardua*, was summoned at the instance of several of his crew for assaulting and ill-treating them on the high seas.

Mr Wotton appeared to watch the case on behalf of the defendant. The complainants were Henry Page, George Bartley, Peter Quenod, George Howard, Alexander Leander, Henry Kahler and George Ross, all able seamen.

Page said that he was assaulted because whilst shipping iron under the top-gallant forecastle, he had struck his finger with the iron, and the second officer, seeing him stop working, ordered him to go on with his work. The complainant said it was a pity there were no slaves on board the ship, and the Captain hearing of this went forward and struck complainant with a bucket. Defendant then ordered this book to make a reading

hot poultice to put on his (complainant's) finger, and he was compelled to apply it to his finger, although he complained that it was too hot. The defendant subsequently assaulted him whilst he was at the wheel, and chased him round the poop.

In reply to Mr Wotton, complainant said that the reason the defendant struck him was because he had said it was a pity there were no slaves on board the vessel. Complainant denied having made use of any such expressions. He admitted that when he was assaulted the second time, he was not paying proper attention to his steering, but denied that he was two points off his course. He admitted that the poultice which the Captain ordered to be applied to his finger did him a deal of good.

Hartley's complaint was that he had been assaulted whilst hauling on a rope. The defendant struck him several times, and made use of the most disgusting language. The blows, he said, were not hard, but the defendant was endeavouring to annoy him, as he complainant had written some remarks in a pocket-book reflecting on the manner in which the Captain and officers treated the crew. The defendant had caught the book to be stolen from him, he was sure of this, as on Sunday morning defendant called complainant and told him before all the ship's company that he was glad to find complainant could write such a good hand, and if he liked he would take him into the cabin and teach him navigation. Although it was Sunday complainant was told to go and grease the masts, and because he refused he was locked up in one of the state rooms, and after being confined there three hours he asked for some water, but could get none. He was let out about 8 o'clock.

In reply to Mr Wotton: Complainant said he was drunk when the ship was lying off Tilbury Forts, and did not remember having struck the carpenter. If he had done so, he would have apologized as soon as he got sober. The carpenter had no mark on his face the next day. The officers would not allow him to go amongst the powder as he was drunk. The complaint fell to the ground, he could not substantiate his charge against the Captain, but said he had been assaulted by both the Captain and carpenter, the latter of whom it appears was acting as second mate, the second mate having been disgraced. The carpenter admitted striking the complainant, but denied that the Captain did so, the complainant was the assailant, having skinned the Captain's eyes, whereupon he (the carpenter) struck complainant. The second mate had been disgraced because he was found incapable of keeping a proper control over his watch.

Howard complained that the defendant had struck him with a knotted rope, and he was then ordered to haul on the main sheet. The defendant had continued to abuse him daily ever since. The first assault occurred on the 10th instant, and on the 14th he again struck him with his open hand, tried to push his fingers in complainant's eyes, and kicked him on the nose (showed mark). The Captain remarked that he was how he would show complainant what he cared for the rules of Hongkong. Complainant was made to change his shirt, throw it overboard, and put on one of defendant's. The Chief Officer was told to allow complainant 15 minutes to wash his nose, and if it was not done by that time, to get some sand and canvas to scrub it.

In reply to Mr Wotton, complainant denied making use of bad language before two ladies on board the ship off Tilbury. Leander said he was assaulted by the defendant whilst he was at the wheel one day last April. The defendant struck him so violently that his eyes swelled up and he could not see out of them, and whilst in this state the defendant ordered him to take the wheel again. Complainant denied that the studding-sail boom was carried away by his (complainant's) careless steering, it was blowing hard at the time.

Kahler also complained that the defendant assaulted him, but this case was postponed until to-day for further evidence. Ross said that he complained of swollen legs he asked to be relieved from the wheel as he could not stand. Mr Black (the late second officer) said "wait a minute and I will get a relief for you," complainant fell down, and the Captain then coming upon deck, asked what was the matter. Complainant told him, and he (defendant) said "Oh! lay down and die, God d— you." The defendant did not strike him. The Captain some days later threw his (complainant's) oil-skin coat overboard.

Mr Wotton on behalf of the defendant admitted the assault on Taggart and Hartley, and also admitted having thrown Ross's coat overboard because it was lying on a newly painted house. He had the pocket book belonging to Hartley on board the ship.

His Worship described the conduct of the defendant as unbecomingly an officer, and said that it was calculated to create a mutiny on board. He had never heard of such a case in the Colony before in connection with a British ship, as seven summons against a master at one time. He hoped that this case would prove a warning to him for the future. He was fined \$2 for the assault on Page, \$2 for the assault on Howard, \$1 for the assault on Leander. The charges preferred by Quenod and Ross were dismissed, but the Captain was ordered to replace the coat he had thrown overboard belonging to the latter, and was further ordered to produce in Court the pocket book he had belonging to Hartley.

June 21, 1878.

The complaint made by Henry Kahler was re-opened to-day, but dismissed for want of evidence. The witnesses called by the complainant saying they did not see any assault committed.

THE "PER ARDUA" AGAIN.

Alexander Hennessey, chief officer, and Joseph Wilson, carpenter and acting second officer, were charged with assaulting and ill-treating George Howard, a seaman, belonging to the same vessel. The first assault was committed by the carpenter, because the complainant was found examining the pumps. The carpenter told him to mind his own business, that he (the carpenter) would look after the pumps, and he called complainant a d—d son of a b—. The complainant got his hand out.

Mr Wotton, who appeared for both defendants, said that the assault was simply a free fight. Fined 10 shillings.

The second assault was by the Chief Officer. Witnesses were called who swore to having seen him kick and strike the complainant in a furious manner. He had no boots on at the time. Mr Wotton said that defendant admitted pushing the complainant with his foot and striking him with his open hand. Fined \$1.10.

THE NEW CARBON MOTOR.

(Alta California.)

Yesterday afternoon there was a very interesting exhibition of the new Carbon Motor, at the Ristion Iron Works, on Spear street. A large number of scientific and other gentlemen were present.

The idea of a carbon motor is not new, but it was never carried to a successful development for practical, economical purposes, until Mr Thomas Mr Fell, of New York, developed the principle of the use of the pure glycerine as a medium and temperizer for the heating of the carbon or boiler compound, or bath. Previously, oils and other liquids had been used, but, of course, as carbon soon formed with them a chemical union which was solid in form, it was impracticable to continue the working for long but the shortest time. This perfect carbon motor, however, was the goal toward which the inventor of the so-called Keely Motor tended. But he failing to perfect it, he laid by spurious means to attempt that which his lack of inventive genius did not enable him to perfect. The use of the glycerine has also the qualities of being the best lubricator in the world, though not an oil, and thus can be constantly used on all parts of the boiler. It can be heated to 500° or more sensible temperature without absorbing any latent heat or decomposing. It is fluid at all temperatures. Its "connection" for heat from coal is twice or more than that of water, as it is dry and free from aqueous moisture. It covers the "crown sheet or water line" at all times, thereby avoiding explosions or contact with engineering care, and being impervious to pressure, avoids weight or expansion on the boiler sides, from which explosions and leakages sometimes occur. It is a perfect preserver of metals, and, having no sediment, all incrustations are prevented; and, finally, no blowing out is required. It is comparatively inexpensive, costing but 85 cents a gallon.

The principle of the new Motor is extremely simple, but wonderfully efficacious. The boiler is partially filled to the "crown sheet" with glycerine; heat is applied, and then small quantities of bi-sulphide of carbon are pumped in. The result is that a motor is developed, that, with the same increments of heat is as three to one, when compared with steam. After utilizing the carbon to propel the engine, the vapor is condensed for re-use, there being no loss if the mechanical parts are tight and the liquid pure. The coal consumed is not one-third of what is now used by the most perfect steam engine. The vapor is easily condensed with air or water. The bi-sulphide of carbon used is liquid carbon in its pristine purity. By a process of Mr Fell's it is manufactured at five cents a pound. As showing the elastic force of vapors of sulphide of carbon and steam at given temperatures we have this table:

	Force in inches of mercury.	Pounds pressure.
Sulphide of carbon.	110° = 30.00 =	
	212° = 126.00 = 63	
	279° = 300.00 = 150	
	347° = 606.00 = 303	
Steam.	180° = 9.46 =	
	212° = 30.60 = 15	
	279° = 95.88 = 48	

On Monday Mr George W. Dickie, the engineer of the Ristion Iron Works, made a searching and thorough test of the carbon motor as compared with the steam motor. The result is embodied in the following paper. The experiments were made by an agreement with the inventor, and consisted in first running a steam engine with steam in the usual way, and then running the same engine with the vapor of bi-sulphide of carbon. Under the same conditions, a new 6-horse power steam engine, and a vertical boiler to suit, was used for the test. The exhaust steam was passed, first through a heater to a surface condenser, and the condensed water pumped back to the boiler through the heater. The water that passed through the condenser was weighed, and its temperature recorded. The engine was retarded by a brake loaded by a spring balance, and the load recorded on a continuous card, a clock giving motion to the card. The feed pump was driven from the engine, and is not included in the power card. The first was the steam test. Steam was got up to 60 pounds, and the fire all taken out, and made up from the weighed fuel, which was the best quality of Welsh coke. As will be seen from the card, the engine started at 12 p.m., and was kept running up to 9.7 p.m., and made during that time 79,772 revolutions, which gives an average of 156 revolutions per minute. The next was the bi-sulphide of carbon test. The glycerine in the boiler was heated up to 230° temperature, and a start was made at 9.6 a.m. The fire was taken out after the proper temperature was obtained, and a new fire made from the weighed fuel. As will be seen from the card, the engine stopped at 2.40 p.m.; time, 338 minutes; 27 minutes stop during the run; actual running time, 306 minutes; made during that time, 64,852 revolutions, or 179 revolutions per minute.

The inventor, Mr Fell, has prepared the following interesting monograph on the new labor motor:

The value of a motor is in proportion to the number of pounds of weight that can be raised a given height in a given time, with the least expenditure of fuel. The best constructed steam-engine, with all its improvements, of double expansion (compound engines), condensers, cut-offs and heaters combined, does not realize to-day more than one-eighth the actual theoretical or thermo-dynamic value of the fuel consumed. We are constantly looking for improved ways for saving part of this enormous waste. It is, however, well understood that the utilization of heat (which alone is power), in connection with water, produces what is known as steam power, has been perfected, very nearly, to its maximum effect. The excess which forbids any nearer perfection also well known, the primary one resting in the fact that water is a bad absorber or non-conductor of heat, and does not, nor ever will, furnish a particle of force as water. Heat alone is power. An enormous expenditure of fuel, part of this subtle fluid by condensation, is made to pass through the metal of the boiler, while the great balance thereof is carried up the flues, and lost.

Remove this water from the boiler and substitute any other agent whose power of absorption is superior, and you have a partial remedy. There is but one substance alone, in the fluid condition, equal to meet the many requirements of a heat absorber, and that is glycerine. The characteristics peculiar to such substances as oil, alcohols, acids or soluble salts preclude them out of consideration. In order to illustrate the superiority of glycerine over water for conveying heat it is only necessary to understand that if we take two similar vessels, or boilers and charge them with the liquids and bring them under the same conditions in contact with heat, that glycerine will absorb just double the increments of heat in the same time, it thus, as it were, bottles up power; but it is capable of furnishing any volatile fluid, gas or vapor for the heat to expand. If it were like water in this respect, the steam engine would have gone out of existence years ago, or at the time when the properties of glycerine were first understood by Schölen. Now, while there would be an economy found by using an injection of water in connection with glycerine, yet, by the application of the latter, we are enabled to bring into use a substance long known, and understood to be fully capable of affording all the expansions or volume necessary for a cheap power. Bi-sulphide of carbon (liquid carbon) is by heat expanded into a dense dry vapor, which in every respect imparts motion to machinery in the same way as steam. From various runs and tests made with the new Carbon Motor and conducted openly under the supervision of the best engineers this country affords, both in the East and in San Francisco, it is now, not so much a question of success, as it is how much superior it is to steam. For two years it has been quietly worked, for information under the management of the inventor and other engineers.

"I do not say that the Carbon Motor, as now presented to the scientific world, is in any way more than a steam power, which has absorbed the best talent of the country for nearly a century, but I do say that the Carbon Motor, but just born, is now at the very start superior to steam, in utilizing over twice the amount of heat from a given amount of fuel; the true theoretical and possibly practical value is much greater. I expect, and any intelligent engineer will endorse the assertion, that it is possible to produce three times and more, the effective horse-power per weight of fuel by working this system in connection with the ordinary steam engine. This is proved by the following deductions on the ascertained data of the last trial test made in this city: The cost of the production of steam for the same amount of power was over double that required for the Carbon Motor, or as 13 to 6. This steam contains enough heat after passing out of the exhaust to be used as an evaporator for the new power, which, requiring but the sum of six, is capable of producing twice as much more power, which, added to the first effect obtained by steam, is equivalent to the sum of three times as before stated.

"It is now about thirty years since the properties of bi-sulphide of carbon (liquid carbon) were clearly defined, but it is only within the last five years that its use has crept into the arts and sciences. Every year finds some new and important application. At the present time, over two million pounds are used per month by the manufacturers of rubber, and for the extraction of oils, etc. The property of great expansion of its liquid into vapor by heat, has long been known, but until the combination brought about by using it in connection with glycerine, its enormous force has been objectionable as a motive power. The carbon motor applies this power successfully and under perfect control; the glycerine not only acts as a heat absorber, but as a lubricator to all parts of the mechanism. The motor recommends itself not only for its great saving of fuel, but for its unlimited source of quick power to meet an emergency. The material used is not consumed, but used indefinitely. Bi-sulphide of carbon is easily made, and the material is on hand at nearly every mine, and in every city in the United States."

As an example of the great economy of the new motor, we will suppose a side-wheel steamer of 700 horse power, making a trip of thirty-five days to China. She would consume 800 tons of coal to give her the necessary steam power. With the new carbon motor she would require only 270 tons of coal. The difference would be a saving of 530 tons, which, at \$8 a ton, would be \$4,240. There would be this additional saving gained that could be used for freight, which, at \$15 a ton, would be \$7,860. Total, \$12,100 gained on one trip by the superiority of the new motor over steam.

The patent on the Pacific Coast is owned by Mr Donald McLean. A number of gentlemen have associated themselves with him, and a company for the introduction of the new carbon motor will be formed in a few days. It can be expeditiously introduced in connection with every engine in this city with scarcely any extra cost for new machinery, and with, as shown above, a very large saving in greatly increased power. By it a boiler capable of running a 20 horse power engine can be used on an engine of 60-horse power with complete success. In fact, its safety, efficiency and economy commend itself at a glance.

DANGEROUS CARGOES.

(From the *Shipping and Mercantile Gazette*.) On the 13th of June last year we commented upon a report to Lloyd's Register Committee, on the decomposition formed in the hold of the *Glenagair* by the action of sulphuric acid and iron in contact with salt water. We then stated that, in addition to the danger arising from the eating away of the iron frames and plating of a ship, galvanic action would create heat, which would appear from a case tried at Marseilles before the Tribunal of Commerce that a vessel was abandoned at sea from fire in the hold, alleged to have been caused by sulphuric acid. Such was observed coming up from the hold of the vessel, and on removing the bales fire was found to be raging. Being no hope of saving the ship, the Captain and Crew abandoned her; but before leaving it was ascertained that six feet of water were in the hold, and that they were diluted with sulphuric acid. The cargo having been insured, its Owner claimed under the Policy; but the Underwriters refused to pay the value of the lost goods on the ground that the loss did not occur from a peril for which the Underwriters were liable. It was sought to prove that the cargo which formed the subject of the suit perished from its own inherent vice and not from the dangers or accidents of the sea. The sulphuric acid was contained in casks; and the Court held that in the absence of evidence to the contrary, the breakage of these vessels might have arisen from the rolling of the ship in bad weather; and that if the Policy declared objects liable to fracture from Particular Average, no clause in it released the Insurers from their responsibility for a loss thus having its origin in the destruction of goods of a fragile nature. In fact, if the Underwriters undertook to indemnify the Assured from

the total loss of his property by perils of the sea, fire would be included in the risks, however brought about. There was no attempt made to show that the cargo was not properly stowed, or that the ship was unworthily at the time of sailing. The abandonment of a ship on fire was justifiable, and this alone would fix the liability of the Underwriters on the cargo. The carbony, it was said, were broken, and therefore, the sulphuric acid would mix with the salt water in the hold. The ship, however, had alkali as a portion of her cargo, and if that got mixed with the salt water a strong galvanic current would be generated, which might possibly get up a sufficient heat to bring other chemical combinations into play. Sulphuric acid, when brought into contact with sea water, will decompose iron and eat away wood; but in either case the process is a slow one. The Tribunal of Commerce was of opinion that the liquid spill in the hold of the *Navemik* might have corroded the wood so as to open a leak; but there was no evidence to warrant any such surmise, and the comparatively small quantity of water in the ship when the Crew were taken off, did not bear out the theory that the foundering arose from an inlet of the sea through an aperture in the hull. The ship had carbony of nitric acid in addition to the sulphuric acid, and the former is likely to have burst by the warmth under deck and the constant shaking by the rolling and pitching of the vessel. Nitric acid is a compound of nitrogen and oxygen, and is largely used in many branches of industry. It is strictly prohibited to be carried on board mail packets, and many Ship-owners decline to take it because of its assumed property of becoming gaseous by the perpetual agitation it undergoes on shipboard. Acids when sent for shipment are not always properly described, and, even if they were, it does not follow that Agents should be thoroughly acquainted with their special affinities. The common nitric acid, in such demand by chemists, is a different compound from nitro-benzole, or nitro-hydrochloric acid. It depends upon what may be mixed with the nitrate of potash to constitute an explosive substance or liquid. When nitric or sulphuric acid is enclosed in hermetically sealed cases there can be no chance of spontaneous combustion, when, however, these two acids with alkali in a salt water bath, and are washed to and fro in the hold of a ship, it would require a well-skilled person to declare what elements would be evolved. In the bilge water of ships such a variety of ingredients would be detected on analysis that we fear some difficulty would arise from a merely theoretical consideration of the question. Cargoes of many descriptions are conveyed, and, therefore, the washing of the bilges might add extraneous matter. The Master of the *Navemik* asserts that the cargo in the hold was on fire, and that oily rags and such things as would tend to promote spontaneous combustion were not stowed there. Had smoke issued from the cabins the cause of the fire might have been more readily conjectured than it can be at present from the evidence adduced. A cargo of nitric and sulphuric acids, turpentine, and alkali, would afford reason for alarm when smoke was discovered coming from the hold. Carbonic acid gas is applied to extinguish fires; but we fear that no fumes could be generated from the acids on board the *Navemik* that would have smothered the conflagration when it burst into a flame. The explanation afforded respecting the fire in the ship is not so satisfactory as to be held conclusive, for if the carbony of sulphuric acid only were broken, it is doubtful whether a fire could by any possibility have occurred exclusively from that cause. If, however, the nitric acid came into contact with the turpentine, combustion may be accounted for.

HOW THE AMERICAN COMMUNISTS SETTLE THEIR LITTLE DIFFERENCES. A lively little scene occurred at the Kearny-street Humboldt Hall meeting of yesterday, during which Sloom "slogged" Wellock, and the latter retaliated with scientific upon his opponent. It appears that when some of the country delegates met at the Hall, they found the doors locked, but upon obtaining admission, Emperor Norton delivered himself of an oration. W. N. Sloom then informed the audience that Kearney had noticed the country members away by stating that the meeting would be held elsewhere. Wellock immediately upheld the King of the sand lots, and asked Sloom how he obtained this information, or what he based it on. A few words were interchanged, Sloom insisting that an emissary from Kearney's camp had been employed to beguile the country delegates. Wellock then replied with a good deal of emphasis: "You are a d—d infamous old liar."

The words had hardly passed his lips before he received a stunning blow in the mouth from Sloom's fist. Wellock then remembered his training, and endeavored to reduce the quantity of breath in Sloom's body by planting a blow in his bread-basket with his left, and clutching at Sloom's throat with his right, but the awkwardness of the grapple brought both contestants to a heap over the benches. Sloom still kept up his peppering on the countenance of Wellock, and was fighting manfully, when the by-standers rushed to the rescue and pushed off his heavy opponent. Sloom's claim to having drawn first blood was immediately allowed, as the carmine was trickling freely from Wellock's "potato trap." The collar which Wellock had torn from Sloom's neck was not recognized as a trophy, only straight blows counting, and the "grab" at a collar could not come in that category. As the contest terminated, Sloom was several points ahead.—*Alta California*.

MISCELLANEOUS.

The spirit of Benjamin Franklin materialized at a dance last evening sufficiently to say in a derivative tone of voice: "Yass you claim to have progressed, and you have entered on your second Continental, and you haven't hung an umbrella or an insurance wrecker yet." And he snorted three times contemptuously, and doled through the stove-pipe hole.—*New York Graphic*.

It is a significant fact that in the opinion of Government, India can afford to spare part of her regular army for service in Europe, in the event of hostilities breaking out between England and Russia. Our Russia-phobists have always been telling us that Russian aggressiveness constituted the chief danger of our Indian Empire, and that if ever war were declared, we should require every soldier we have in the country, to resist the attempts that would be made, at the

instigation of Russian agents, to throw off our rule. It now appears that the force at our command is more than sufficient to avert any danger which may threaten us from that quarter; in other words, that India is burdened with an unnecessarily large military establishment. But it will be said, it would be unwise to make any reduction, because the troops we have might not only be utilized with advantage in other parts of the world, but would afford an admirable nucleus for further recruiting on a large scale, should England ever be engaged in war with the Continental Powers of Europe. If this be so, then England ought at least to bear some share in the military expenditure of India. It has often been urged that our Native Army might be considerably diminished, if the Government would but muster up courage to tell Scindiah that some limit must be put to the incessant enrolment of new levies in his territory; but we now find that this might be done without any simultaneous curtailment of the military strength of the Native Princes.—*Friend of India*.

Quotations.

HONGKONG, June 21, 1878.	
OPIMUM.—New Patna, cash...	\$610 a 612½
" Old Patna, cash...	None
" credit...	—
" New Benares, cash, 580 a 582½	
" credit...	—
" Old Benares, cash, None	
" credit...	—
" New Malwa, cash, 802½	
" credit, 807½	
" Allowance, Tels, 6 a 12	
" Old Malwa, cash...	—
" credit...	—
" Allowance, Tels...	—
CHAMPOR...	16.00 a 16.25
QUICKSILVER...	61.50 a 62.00
SALT-PETRE...	6.20 a 6.50

Exchange.

Bank, on demand...	3/10½
" 30 days' sight...	3/10½
" 6 months' sight...	3/10½
Credit...	8/11½
Documentary, 6 months' sight...	8/11½
Bombay, demand Rupees...	227
Calcutta...	227
Shanghai, demand...	72
" 30 days'...	78
Bar Silver, 17, dwts. 2...	80
Byee...	8
Mexicans...	25 p.m.
Gold Leaf...	5.07
English Sovereigns...	5.07
Australian Sovereigns...	5.07
Discount...	7 to 8 %

Shares.

Hongkong Bank, 69 ½ prem.	
Union Ins. Society of Canton, \$1,300	
China Traders' Ins. Co., \$1,425	
Chinese Insurance Co., \$894	
Kangnien Ins. Assn., \$1,650	
North China Ins. Co., \$1,050	
H.K. Fire Ins. Co., \$730	
China Fire Ins. Co., \$200	
H.K. & W. Dock Co., 11 ½ prem.	
H.K. O. & M. S. Boat Co., \$5 dis.	
Shanghai Steam Navigation, \$11.21	
Hongkong Gas Co., \$80	
Hongkong Hotel Co., \$80	
China Sugar Refining Co., 30 % prem.	
Chinese Imperial Loan, \$106.10½	
Do. of 1877, \$105.	

Temperature.

(Taken at Messrs Falconer & Co's Premises Queen's Road.)	
HONGKONG, June 21, 1878.	
BAROMETER—9 A.M.	29.900
Do. 1 P.M.	29.884
Do. 4 P.M.	29.850
THERMOMETER—9 A.M.	87
Do. 1 P.M.	89
Do. 4 P.M.	88
Do. (Wet bulb) 9 A.M.	81
Do. 1 P.M.	82
Do. 4 P.M.	81
Do. Maximum	90
Do. Minimum over night	85

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.—

VESSELS TO ARRIVE		
AT HONGKONG.		
When left.	Name.	From.
Oct.		
19, Oscar,	Hamburg	
Nov.		
3, Elizabeth Shields,	Hamburg	
Dec.		
1, Glengaber,	Flushing	
25, G. B. S.,	Liverpool	
Jan.		
18, Elvetico,	Cardiff	
27, Earl of Devon,	Antwerp	
Feb.		
7, Noorabahal,	London	
9, Hedwig,	Cardiff	
23, Elvetico,	Penarth	
Mar.		
3, Prince Amadeo,	Cardiff	
9, Mabel Clark,	Liverpool	
9, Josephus,	Penarth	
12, Penarth,	London	
14, Bertie Bigelow,	Flushing	
12, Landseer,	Liverpool	
18, Alice D. Cooper,	Penarth	
20, S. Vaughan,	Cardiff	
20, Sontag,	Newcastle (N.S.W.)	
23, Orade,	Liverpool	
23, Manila II.,	Cuxhaven	
30, Badstolhan (s.),	Antwerp	
30, Imbat (s.),	London	
Apr.		
6, Maritime Union,	Cardiff	
6, Benefactor,	New York	
11, Hamburg,	Hamburg	
15, Lizzie Perry,	Antwerp	
15, Dartmouth,	London	
16, Invincible,	Penarth	
22, India,	Cardiff	
23, Rocio Welt,	Liverpool	
May		
1, Ada Melmore,	London	
2, Melrose,	Liverpool	
2, Cosmo,	Penarth	
3, Imperatrice Elisabeth,	Liverpool	
5, Strathearn,	Cardiff	
6, Challenge,	Cardiff	
6, Southern Cross,	Penarth	

Mails.

NOTICE.
COMPAGNIE DES MESSENGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES.
Also,
PONDICHERRY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON SATURDAY, the 22nd June,
1878, at Noon, the Company's S. S.
YANGTSE, Commandant RAPAZEL, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until
4 p.m., Specie and Passengers until 3 p.m.
on the 21st June, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

H. DU POUEY,
Agent.

Hongkong, June 10, 1878. je22

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
TOKYO will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 22nd Instant, at 1 o'clock p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
transatlantic lines of Steamers.
A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS of the ARMY AND NAVY,
AND MEMBERS of the CIVIL
AND CONSULAR SERVICES in COMMISSION.

Freight will be received on board until
4 p.m., of 21st Instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full value of same
is required.

Consular invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Freight
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, June 11, 1878. je22



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London.

Also,
Bombay, Madras, and Calcutta.

THE PRINCE OF WALES AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
SUNDA, Captain J. REEVE, will
leave this on SATURDAY, the 29th June,
at Noon.

For further particulars, apply to
A. LIND, Superintendent.

Hongkong, June 18, 1878. je28

Occidental & Oriental Steam-
ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "GALLIC" will be de-
spatched for San Francisco via Yokohama,
on THURSDAY, the 4th July,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on board until
4 p.m. of the 3rd July. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

SPECIAL REDUCTIONS granted to
Officers of the ARMY and NAVY and to
Members of the CIVIL and CONSULAR
SERVICES.

For further information as to Freight
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

G. E. SMITH, Agent.

Hongkong, June 17, 1878. je21

Intimations.

W. BAILL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUNDRIES, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1878.

AFONG,
PHOTOGRAPHER.

by appointment, to
H. E. SIR ARTHUR KENNEDY,
H. E. ADMIRAL ALFRED P. RYDER,
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

HAS on hand the Largest and Best
collection of Views of China. Pho-
tographs of the Ruins and destructions at
Canton, caused by the Tornado of the
11th Instant. Coloured Photographs of
English Ladies, Russia Leather, Velvet,
Morocco, and Carved-wood Photographs
Albums; Scrap Books, Armorial Monograms
and Postage Stamp Albums; Frames and
Cases, Gift Moulding for Frames, all of
assorted sizes, tastes and prices.

NOTICE OF REMOVAL.

The above has the pleasure to inform his
numerous Customers and the Public of
Hongkong, that his Photographic Establish-
ment is Removed to the Newly-erected
Commodious Building in Queen's Road
Central, next to Messrs SANDER & Co.'s.
Hongkong, April 29, 1878.

To Let.

THE DWELLING HOUSE No. 6,
Mosque Terrace.

THREE OFFICES, in Club Chambers.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, June 21, 1878.

TO LET.

HOUSE No. 9, Queen's Road Central,
with Godowns attached.

Houses No. 2, and 9, Seymour Terrace.

DAVID SASSOON, SONS & Co.

Hongkong, January 4, 1878.

INSURANCES.

THE SCOTCH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
Agent in Hongkong for the above
Company, is prepared to Grant
POLICIES against FIRE on Buildings, or
on Goods to the extent of £10,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.

Attention is invited to a considerable
reduction in Premiums for Life Insurance in
China.

J. Y. VERNON SHAW.

Hongkong, June 1, 1878.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE, Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

INSURANCES.

YANGTSE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up—Tls. 420,000
PRIMA RENT RESERVE—250,000
SPECIAL RESERVE FUND—104,000
Total Capital and accumula-
tions this date—Tls. 754,000

Directors:
F. B. FORBES, Esq., Chairman.
M. P. EVANS, Esq. C. LUCAS, Esq.
O. KREBS, Esq. Wm. MEYER, Esq.

Secretaries:
Messrs. RUSSELL & Co., Shanghai.

London Bankers:
Messrs. HARTING BROTHERS & Co.

Agencies in:
HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.

Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co., Agents.

Hongkong, May 10, 1878. ocl

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPIANT & Co., General Agents.

Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared to
grant POLICIES against FIRE to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1878.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:
KWOK ACHONG, Merchant.
PANG YIM, Merchant.
HO SAM, of Hop Yik Chan, Merchant.
LOO YEE, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHEUNG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
BUILDINGS and on Goods stored
therein at CURRENT RATES, subject to
DISCOUNT of 20% on the Premium.

OFFICE, Nos. 6 and 9, Praya West.

Hongkong, August 23, 1877. au23

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
OF

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1873.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1873.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divi-
ded into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the
Shipping or midway between each shore are marked e., in conjunction with this figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers								
Alverton	7	Darnell	Brit. str.	1086	June 21	Meyer & Co.		
America	7	Graham	Brit. str.	563	May 13	Birley & Co.		K'loon Dock
Argentine	8	Barnett	Brit. str.	915	April 22	Jardine, Matheson & Co.		For Sale
Bellona	8	Alhous	Ger. str.	789	June 14	Wm. Pustan & Co.	Saigon	Today
Bonelli	2	Buchanan	Brit. str.	999	June 6	Hop Kee & Co.	S'apore and Penang	25th Inst.
Boritha	2	Langley	Brit. str.	1421	June 18	Meyer & Co.		Laid up
Bombay	2	Langley	Brit. str.	749	Feb. 12	Kwok Achong		Canton Dock
Camoes	2	Johnson	Brit. str.	95	Oct. 2	Kwok Achong		
Charleston	2	Johnson	Brit. str.	786	June 20	Kwong Wing Shun	Saigon	
City of Tokio	4	Mauzy	Amer. str.	5079	June 1	P. M. S. S. Co.	Ythama & San F'alcso	Tomorrow
Conquest	4	Scott	Brit. str.	317	June 20	Kwong Lee Yuen	Holhow & Haiphong	
Dale	3	Thompson	Brit. str.	654	June 20	Yuen Fat Hong	Holhow & Haiphong	
Fame	6	Stopan	Brit. str.	117		H. K. & W'pon Dock Co.		Tug Flying
Fitzpatrick	5	Humphries	Brit. str.	597	April 18	Gee Chong Hong		K'loon Dock
Gaelic	5	Kidley	Brit. str.	1712	June 20	O. & O. S. S. Co.	Ythama & S. F'alcso	4th prox.
Gordon Castle	5	Waring	Brit. str.	1312	June 17	Davis & Co.	Shanghai	Today
Kienchow	2	Johnson	Brit. str.	701	June 14	Siemssen & Co.		
Kjohenhavn	2	Timin	Ger. str.	884	June 18	Siemssen & Co.		
Madagascar	2	Timin	Ger. str.	884	June 18	Siemssen & Co.		
Marina	4	Broker	Brit. str.	1060	May 26	Siemssen & Co.		
Mayenne	2	Yin Chun Yan	Anna str.	606	June 20	Kwok Achong		
Norma	2	Walker	Brit. str.	1823	June 20	Butterfield & Swire	Swatow	
Orestes	5	Webster	Brit. str.	843	June 12	Molchers & Co.	London, &c.	
Perambuco	5	Hyde	Ger. str.	1100	June 19	Molchers & Co.		
Prins Friedrich Carl	4	Mohr	Ger. str.	1100	June 19	Molchers & Co.		
Tanais	5	Marcelle	Foh. str.	1735	June 18	Messageries Maritimes	Yokohama	Mails
Yang-tse	5	Rapatel	Foh. str.	2422	June 20	Messageries Maritimes	Macedonia, &c.	Tomorrow
Sailing Vessels								
Albyn's Lale	1	Burgess	Brit. bge.	860	May 24	Rozario & Co.		
Aloecist	4	Trail	Brit. bge.	898	May 26	Borneo Co., Limited		
Anne	3	Davidson	Ger. bge.	831	June 2	Captain	Amoy	
Annie Lorrway	4	Gales	Brit. bge.	752	May 27	Borneo Co., Limited		
Arctola	4	Penery	Brit. bge.	947	April 24	Carlowitz & Co.	Oalao	
Arctide	8	Brand	Foh. bge.	389	May 30	Carlowitz & Co.		
Belle of Oregon	7	Merriman	Amer. bge.	1185	May 27	Rozario & Co.	Portland (Oregon)	
Bonita	4	Stehr	Ger. 3m. str.	841	May 23	Edward Schellhaus & Co.	Foochow	Cleared
B. van Middelburg	7	Blanker	Dutch bge.	828	June 17	Siemssen & Co.		
C. L. Pearson	7	Swain	Amer. 3m. str.	684	June 1	Order		
Catherine Marden	4	Marden	Brit. sch.	287	June 3	Wm. Pustan & Co.	Foochow	
Channel Queen	7	Lelacheur	Brit. bge.	609	June 11	Edward Schellhaus & Co.		
Charlotte Andrews	3	Place	Brit. bge.	356	June 18	Rozario & Co.		
Christa	2	Nissen	Ger. bge.	379	June 17	Siemssen & Co.		
Conchita	3	Arias	Span. bge.	430	June 17	Remedios & Co.		
Cordover	8	Gibbey	Ger. bge.	241	June 14	Wielor & Co.		
Eleonor	4	Bertand	Foh. bge.	459	May 26	Carlowitz & Co.		
Elizabeth Childs	7	Johnson	Brit. bge.	433	June 10	Meyer & Co.		
Emeralda	7	Brook	Ger. bge.	391	June 12	Meyer & Co.		Wanchai P.
Esperance	2	Gillon	Foh. bge.	787	June 19	Siemssen & Co.		
Fair Leader	1	Morris	Brit. bge.	497	June 12	Carlowitz & Co.		
Francisco	2	Demaroli	Ital. bge.	757	May 30	D. Munao & Co.	Cebu	
Frank Marion	4	Elkhidge	Amer. bge.	878	April 7	Russell & Co.	Honolulu	
Frederick	2	Kernode	Brit. bge.	594	May 29	Norton & Co.		
Frederick	4	Wulf	Ger. bge.	408	May 29	Wm. Pustan & Co.		
Gesine Brous.	3	Crinbach	Ger. bge.	408	May 27	Wm. Pustan & Co.		
Golden Spur	2	Farrell	Brit. sh.	656	May 18	Meyer & Co.		
Guam	3	McGregor	Brit. bge.	290	June 12	Borneo Co., Limited		
Gustaf & Marie	2	Bihmet	Ger. sh.	854	June 14	Wielor & Co.		
H. & J. Johnson	4	Colby	Amer. bge.	1091	April 16	Vogel, Hagedorn & Co.	New York	
Helena	3	Danden	Ger. bge.	499	May 26	Wielor & Co.	Touzon	
Helena	2	Voguarden	Ger. bge.	377	June 17	Wielor & Co.		
Helena	3	Wielor	Ger. bge.	210	June 18	Carlowitz & Co.	Sydney	
Herman	8	Lemke	Ger. bge.	210	June 2	Wielor & Co.		
Herman	3	Pons	Ger. bge.	453	May 27	Wm. Pustan & Co.		
Highlander	1	Hutchinson	Amer. sh.	1352	June 19	Captain		
Hindotan	1	Belyea	Brit. sh.	1547	June 20	P. & O. S. N. Co.		
Holstein	7	Kulper	Ger. 3m. str.	281	June 13	Meyer & Co.		
Hylon Castle	2	Scott	Brit. bge.	547	May 30	Arnhold, Karberg & Co.		
Jean Pierre	4	Legasse	Foh. bge.	607	June 18	Carlowitz & Co.		
Jettl	4	Antonovich	Aust. bge.	674	May 30	Melchers & Co.	Cebu	
Kenton	8	Colvin	Brit. bge.	667	June 3	Vogel, Hagedorn & Co.	London	
Lady Bowen	3	Fox	Brit. bge.	592	May 30	Chinese		
Leonia	3	Richard	Foh. bge.	484	May 31	Carlowitz & Co.		
Lodore	3	Jones	Brit. sh.	860	June 19	Meyer & Co.		Watched P.
Magdala	1	Jones	Brit. sh.	1289	June 20	Meyer & Co.		
Malvina	3	Klinge	Ger. bge.	479	June 2	Wielor & Co.		
Martha Brokelmann	7	Kluth	Ger. bge.	458	June 5	Meyer & Co.		Watched P.
Minna	4	Dan	Ger. bge.	457	June 17	Meyer & Co.		
Moss Glen	4	Nicholls	Brit. bge.	549	May 27	Landsdale & Co.		
Nevadik	4	Barlow	Amer. bge.	724	May 24	Russell & Co.	San Francisco	
Nicolaus	2	Skillen	Ger. sch.	167	June 15	Arnhold, Karberg & Co.		
Nicolaus	2	Skillen	Ger. sch.	884	June 20	Captain	Foochow	
Northern Star	3	Wortley	Brit. bge.	327	June 21	Chinese	K'loon Dock	
Nuevo Constante	3	Uriarte	Span. sch.	217	May 18	Remedios & Co.	Manila	Cleared
Nyasa	4	Garriock	Brit. sh.	799	May 16	Vogel, Hagedorn & Co.	London	
Occident	4	Timmsen	Ger. bge.	248	May 26	Turner & Co.	Adelaide	
Orion	4	Scott	Brit. bge.	381	June 4	Arnhold, Karberg & Co.		
Palestine	8	Scrovercroft	Brit. bge.	598	June 2	Melchers & Co.		Sands' Slip
Paralo	4	Pasco	Foh. bge.	844	June 2	Butterfield & Swire		
Per Ardua	8	Taggart	Brit. bge.	789	June 14	Meyer & Co.		Watched P.
R. B. Fuller	8	Merryman	Amer. sh.	1360	May 22	Borneo Company, Limited		
Rideman	4	Bishop	Brit. bge.	718	June 3	Naval Yard		
Roderick Hay	4	Nicholson	Brit. bge.	290	June 7	Order	Chetoo	
Rosetta McNeil	4	Brown	Amer. bge.	611	May 20	Vogel, Hagedorn & Co.		
Saga	2	Silversparre	Swed. bge.	475	June 17	Carlowitz & Co.		
Sarah Nicholson	7	Belkirk	Brit. sh.	933	April 14	Butterfield & Swire		
Silas Hieb	7	Williams	Amer. bge.	702	May 12	Meyer & Co.		
Sir Charles Napier	3	French	Brit. sh.	1161	May 22	Vogel, Hagedorn & Co.	San Francisco	
Sir Harry Parkes	3	Chapman	Brit. sh.	1161	May 22	Meyer & Co.	London	
Sunamra	3	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.		
The Goolwa	7	Torkelson	Brit. bge.	717	May 24	Jardine, Matheson & Co.		
Tokata	4	Harwood	Brit. bge.	805	June 2	Rozario & Co.		
Trio	4	Bakker	Dutch bge.	263	June 14	Siemssen & Co.		
Tyburnia	2	Goldie	Brit. bge.	948	June 19	Olyphant & Co.		
Varrus	2	Sachau	Ger. bge.	486	May 30	Wielor & Co.	Manitang	
W. E. Gladstone	3	Gallagher	Brit. bge.	584	May 30	Wm. Pustan & Co.		
Wandering Jew	4	Talpey	Amer. bge.	1737	May 29	Russell & Co.	San Francisco	P. & O. Wh.
Wealthy Pendleton	2	Blanchard	Amer. sh.	809	May 28	Rozario & Co.	Nagasaki	Canton Dock
Wm. B. Davis	8	Endicott	Amer. 3m. str.	487	June 4	Meyer & Co.		
Victory	4	Whiting	Brit. bge.	266	May 28	Edward Schellhaus & Co.	Nagasaki	
Villa de Rivadavia	2	Canus	Span. bge.	261	June 14	Brandao & Co.		
Young Siam	1	Benedictson	Slam. sh.	720	May 27	Kin-tye-long	Bangkok	
WEAMFOA								
Cap Horn	8	Muller	Ger. bge.	880	June 15	Wm. Pustan & Co.	Trieste	
Japan	8	Ottmann	Ger. 3m. str.	370	May 25	Siemssen & Co.	Tientsin	
Koror	8	Grave	Dan. bge.	817	May 15	Captain	Tientsin	
Perusa	8	McKirdy	Bel. str.	8800	May 19	Olyphant & Co.	Honolulu & Callao	
Bully	8	Bara	Foh. bge.	987	June 19	Carlowitz & Co.		
CANTON								
Chinkiang	8	Orr	Brit. str.	799	June 19	Siemssen & Co.	Shanghai	
	8			799	June 19	Wm. Pustan & Co.		